Electrification of Indian Railways in Comparison with Foreign Countries

2996. SHRI DILIP SINGH JUDEV: Wil! the Minister of RAILWAYS be pleased to state:

(a) the position of electrification work of Indian Railways in comparison to that of Britain, Japan, Italy, China, Germany, France and the USA;

(b) the details of important trunk routes electrified so far in the country, State-wise;

(c) the time by when remaining trunk routes are likely to be electrified;

(d) the target date fixed for the completion of the work and

(e) the details thereof; State-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): *(a)* Country-wise position of electrification is as under:—

Name of countrv	Route clcctr	Kms. fied el	Percentage route ictrified.
Britain		4910.7	29.61
Japan		15845.0	64.88
Italy		10789.0	55.50
China		7804.0	14.61
Germany		16202.0	39.77
France		12611.0	37.01
U.S.A.		2197.4	0.84
India		10809.0	17.3*

(Source: Jane's World Railways 1993-94)

*Position as on 1.4.1992. Further 984 Route Kms. have been electrified on Indian Railways between 1.4.92 to 31.3.94 making a total of U793 RKms as electrified which is 18% of total RKM of Indian Railways.

(b) The following 5 major routes have been electrified so far:

SI. Trunk Routes No.	Route Kks.	Delhi Haryana		U.P.	Rajas than	Guj. Madhya Pradesh		Tami l	Bihar Andhra		West Orissa Maks. Bcngal		
1. Delhi-Madras (Grand Trunk Route)	2220	22	70	301	36	1—	600	52	—	792	—	—	357
2. Delhi-Hownh (via Grand Chord)	1441	14	—	790	—	——		—	423	—	214	—	—
3. Delhi-Bombay VT (via Central My)	1538	22	70	27i	36	—	649				—	—	4*8
4- Delhi-Bombay (win Waken Mr)	*1X9*	22	70	73	417	438	240						
J. Howna-Bombay	1969	-		-	-	—	409	-	214	—	Mi	143	1023

(c) to (e). Works are progress on some sections of remaining two trunk routes viz. Madras-Bombay and Madras-Howrah. The complete electrification of these two trunk routes will depend upon the availability of resources.